

What We Claim Is:

1. A method for adapting clutch characteristics in a twin-clutch system (PSG) that comprises in a first branch a first clutch (A) and a first partial transmission (iA) mounted downstream thereof, and in a second branch a second clutch (B) and a second partial transmission (iB) mounted downstream thereof, it being possible to connect the first and second branches to the engine (M) on the input side and to the vehicle wheels (F) of a vehicle on the output side, and the first clutch (A) being operated by a first clutch actuating mechanism (KA) and the second clutch being operated by a second clutch actuating mechanism (KB), wherein a zero correction of the displacement measurement of the first and/or second clutch actuating mechanism (KA; KB) is carried out according to a predetermined strategy as a function of predetermined criteria.  
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2. The method as described in Claim 1, wherein, when the vehicle is traveling, the active first clutch (A) or the active second clutch (B) is transmitting a torque and the gear is disengaged in the second partial transmission (iB) or the first partial transmission (iA), which is mounted downstream of the inactive second clutch (B) or the inactive first clutch (A), the zero correction is carried out on the first clutch (A) and on the second clutch (B).  
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3. The method as described in Claim 1, wherein when the vehicle is traveling, the active first clutch (A) or the active second clutch (B) is transmitting a torque and the gear is engaged in the second partial transmission (iB) or the first partial transmission (iA), which is mounted downstream of the inactive second clutch (B) or the inactive first clutch (A), the gear is disengaged and thereafter the zero correction of the first clutch (A) and the second clutch (B) is carried out, and the same gear of the second partial transmission (iB) or the first partial transmission (iA), which is mounted downstream of the inactive second clutch (B) or the inactive first clutch (A), is re-engaged.  
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4. The method as described in Claim 1, wherein, when the vehicle is stationary and the gears are disengaged in the first partial transmission (iA) and the second partial transmission (iB), which are mounted downstream of the first clutch (A) or the second clutch (B), the zero correction of the first clutch (A) and the second clutch (B) is carried out.
5. The method as described in Claim 1, wherein when the vehicle is stationary, the gear in the first partial transmission (iA) or the second partial transmission (iB), which is mounted downstream of the first clutch (A) or the second clutch (B), is disengaged and the gear in the  
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second partial transmission (iB) or the first partial transmission (iA), which is mounted downstream of the second clutch (B) or the first clutch (A), is engaged, the zero correction of the first clutch (A) or the second clutch (B) is carried out, the gear of the second partial transmission (iB) or the first partial transmission (iA), which is mounted downstream of the inactive second clutch (B) or the inactive first clutch (A), is disengaged, the zero correction of the second clutch (B) or the first clutch (A) is carried out and, finally, the same gear of the second partial transmission (iB) or the first partial transmission (iA), which is mounted downstream from the second clutch (B) or the first clutch (A), is re-engaged.

6. The method as described in Claim 1, wherein when the vehicle is stationary, the gear of the first partial transmission (iA) or the second partial transmission (iB), which is mounted downstream of the first clutch (A) or the second clutch (B), is disengaged and the gear of the second partial transmission (iB) or the first partial transmission (iA), which is mounted downstream of the second clutch (B) or the first clutch (A), is engaged, the disengagement of the gear of the second partial transmission (iB) or the first partial transmission (iA) is carried out, the zero correction of the first clutch (A) and the second clutch (B) is carried out, and thereafter the same gear of the second partial transmission (iB) or the first partial transmission (iA) is re-engaged.

7. The method as described in Claim 1, wherein when the vehicle is stationary, the gears in the first partial transmission (iA) and the second partial transmission (iB), which are mounted downstream of the first clutch (A) and the second clutch (B), are engaged, the disengagement of the gear of the first partial transmission (iA) or second partial transmission (iB), which is mounted downstream of the first clutch (A) or the second clutch (B), occurs, the zero correction of the first clutch (A) or the second clutch is carried out and the same gear of the first partial transmission (iA) or the second partial transmission (iB) is re-engaged, the gear of the second partial transmission (iB) or first partial transmission (iA), which is mounted downstream of the second clutch (B) or the first clutch (A), is disengaged, the zero correction of the second clutch (B) and the first clutch (A) is carried out, and the same gear of the second partial transmission (iB) or the first partial transmission (iA) is re-engaged.

8. The method as described in Claim 1, wherein when the vehicle is stationary and the gears in the first partial transmission (iA) and the second partial transmission (iB), which are mounted downstream of the first clutch (A) and the second clutch (B), are engaged, the disengagement of

the gears in the first partial transmission (iA) and second partial transmission (iB) is carried out and the zero correction of the first clutch (A) and the second clutch (B) is carried out, and the same gears of the first partial transmission (iA) and the second partial transmission (iB) are reinserted.

5 9. The method as described in Claim 1, wherein the execution of the zero correction under appropriate operating conditions is repeated at specific time intervals.

10. The method as described in Claim 1, wherein, if the vehicle is traveling and the active first clutch (A) or the active second clutch (B) is transmitting an engine torque, the first clutch (A) or the second clutch (B) is adapted first, depending on whose last successful zero correction 10 was furthest in the past.

11. The method as described in Claim 1, wherein, if the vehicle is stationary, the zero correction is carried out on the first clutch (A) or the second clutch (B), depending on whose gear is most probable for starting off.

12. The method as described in Claim 1, wherein, if the vehicle is stationary, zero corrections 15 for the first clutch (A) and second clutch (B) are always carried out simultaneously.

13. The method as described in Claim 1, wherein, when the vehicle is stationary, a sensing point adaptation is carried out, the sensing point adaptation then being carried out in succession if a gear is engaged in the first partial transmission (iA) and the second partial transmission (iB).

14. The method as described in Claim 1, wherein when the vehicle is stationary a sensing 20 point adaptation is carried out if a gear is engaged in the first partial transmission (iA) or the second partial transmission (iB), which is mounted downstream of the first clutch (A) or the second clutch (B) and no gear is engaged in the second partial transmission (iB) for the first partial transmission (iA), which is mounted downstream of the second clutch (B) or the first clutch (A), a gear is engaged in the second partial transmission (iB) or in the first partial 25 transmission (iA), and the sensing point adaptation is carried out simultaneously for the first clutch (A) and the second clutch (B).

15. The method as described in Claim 1, wherein, when the vehicle is stationary, a sensing point adaptation is carried out in such a manner that the clutch whose last successful sensing point adaptation was furthest in the past is always adapted first.

16. The method as described in Claim 1, wherein, when the vehicle is stationary, a sensing point adaptation is always carried out on the clutch that is mounted upstream of the partial transmission in which the gear for starting off is most probably engaged.
17. A device for carrying out the method for adapting the clutch characteristics in twin-clutch systems (PSG) as described in Claim 1, wherein the twin-clutch system (PSG) comprises in a first branch a first clutch (A) and a first partial transmission (iA) mounted downstream thereof, and in a second branch a second clutch (B) and a second partial transmission (iB) mounted downstream thereof, the first and second branches operatively arranged to be connected on an input side to an engine (M) and on an output side to wheels (F) of a vehicle, the first clutch (A) operable by a first clutch actuating mechanism (KA) and the second clutch (B) by a second clutch actuating mechanism (KB), and a zero correction of the displacement measurement of the first and/or second clutch actuating mechanism (KA; KB) operatively arranged to be carried out according to a predetermined strategy as a function of predetermined criteria.